

T-16.B

1 AND FROM TAKING THIS AND VIRTUALLY TRYING TO DESTROY IT,  
2 TO NOW BEING WILLING TO PONY UP THE MONEY TO RESTORE IT  
3 TO WHAT IT SHOULD BE. IF WE CAN SPEND 31 MILLION  
4 DOLLARS TO RESTORE THE RIVER BED, WE CAN PROBABLY CHIP  
5 IN ANOTHER 5 OR 10 TO BUILD A BRIDGE.

6 MR. HALL: THANKS, CRAIG.

7 WE HAVE GLENN MEETH, FOLLOWED BY TANYA MEETH.

8 MR. MEETH: WE'RE NOT A TAG TEAM.

T-17

9 SO, MY NAME IS GLENN MEETH. I'M A RESIDENT IN  
10 COOL. MOVED THERE ABOUT FIVE YEARS AGO. I DID THE  
11 OLMSTEAD LOOP AND SAID THIS IS A COOL PLACE, SO WE MOVED  
12 OVER THERE. I'M AN AVID MOUNTAIN BIKER AND HIKER.

13 ONE OF THE THINGS THAT KIND OF STRUCK ME AS  
14 SOMETHING THAT NEEDED TO BE LOOKED AT IN THE  
15 ENVIRONMENTAL REPORT IS THE MITIGATION FOR THE TRAIL  
16 USE, THE TRAIL BETWEEN COOL AND AUBURN. THAT'S THE LAST  
17 LEGAL TRAIL FOR MOUNTAIN BIKERS TO GO BETWEEN. WITH  
18 THAT CLOSURE, WE WON'T REALLY HAVE A LEGAL TRAIL TO  
19 ACCESS ANYMORE.

T-17.A

20 SO, WHAT WOULD BE NICE TO SEE IS IN THE REPORT  
21 TO TAKE A LOOK AT TRAIL USE AND MAYBE SOME, YOU KNOW,  
22 POTENTIAL FUNDING OR MONIES GOING TO STATE RECREATION TO  
23 IMPROVE THE TRAILS OR CREATE NEW TRAILS OR IMPROVE THE  
24 EXISTING TRAILS. SO, THAT'S WHAT I'D LIKE TO SEE, YOU  
25 KNOW, BE ADDRESSED IN THAT ENVIRONMENTAL REPORT.

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

T-17.B

1 AND ONE OTHER THING I WAS THINKING IS, IS  
2 THERE ANYTHING THAT'S GOING TO BE CONSIDERED FOR DURING  
3 THE CONSTRUCTION? IT'S GOING TO PROBABLY TAKE TWO OR  
4 THREE YEARS WITH THE TRAIL CLOSURE, IF THERE'S GOING TO  
5 BE ANY MITIGATION DURING THAT PERIOD OF TIME, OR JUST  
6 GOING TO HAVE TO WAIT AND WAIT FOR THAT NICE BRIDGE TO  
7 COME AFTERWARDS? THAT'S ABOUT IT THEN.

T-18

8 MR. HALL: THANKS, GLENN.

9 TANYA, FOLLOWED BY GREG SODERLUND.

10 MS. MEETH: HI. THANKS FOR ALLOWING ME TO  
11 COMMENT. IN A LOT OF WAYS, I THINK THIS WILL REITERATE  
12 WHAT GLENN SAID. I'M TANYA MEETH, AND I'M A RESIDENT OF  
13 COOL, AND I'M AN AVID MOUNTAIN BIKER AND HIKER, AND I  
14 USE THE CANYON A LOT.

T-18.A

15 THE COOL TO AUBURN TRAIL IS THE ONLY LINK IN  
16 COOL TO AUBURN, AND I USE IT AN AWFUL LOT, AND SEVERAL  
17 OF THE LOCAL MOUNTAIN BIKE CLUBS USE IT. WE LINK UP THE  
18 OLMSTEAD LOOP TO THE NORTH SIDE OF THE CANYON. AND  
19 REALIZING THERE'S NOT OTHER OPTIONS -- THERE'S I THINK  
20 ONE OTHER OPTION FOR EQUESTRIAN AND HIKERS, BUT THERE'S  
21 ABSOLUTELY NOTHING -- GET RID OF THAT TRAIL, SO THAT'S A  
22 REAL IMPACT.

23 AND WHETHER THAT MEANS A NEW TRAIL OR A  
24 BRIDGE, I THINK THAT SERIOUSLY NEEDS TO BE LOOKED AT AND  
25 NEEDS TO BE PLANNED SO WHEN THAT TRAIL IS NO LONGER IN

B. Please refer to Master Response 3.1.3, Recreation Trail Access During Construction.

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

1 USE, THAT THERE IS SOME OPTION FOR USERS.

2 AND, IN ADDITION TO THAT, JUST TO REALLY LOOK  
3 AT THE INCREASED USE ON THE EXISTING TRAILS. I KNOW ONE  
4 COMMENT OR -- THE NORTH SIDE, THE ACCESS ROAD THAT I GO  
5 DOWN TO THE WATER -- THE PUMPING STATIONS -- IT'S GOING  
6 TO BE ASPHALTED. AND I BELIEVE THAT MIGHT BE THE ONLY  
7 MOUNTAIN BIKE TRAIL ON THAT SIDE OF THE CANYON. SO, IF  
8 THAT'S THE CASE, AND THAT'S THE ONLY MOUNTAIN BIKE TRAIL  
9 ASPHALTED, IT WOULD BE GREAT TO HAVE AN ADDITIONAL TRAIL  
10 WHEN THAT'S DONE.

11 THAT'S IT. THANK YOU.

12 MR. HALL: THANKS.

13 GREG SODERLUND, FOLLOWED BY EMMETT CARTIER.

14 MR. SODERLUND: HI, I'M GREG SODERLUND, AND  
15 I'M HERE REPRESENTING THE AMERICAN RIVER 50 AND THE  
16 WESTERN STATES ENDURANCE RUN. THANKS FOR STICKING  
17 AROUND.

18 WE'RE ALL IN AGREEMENT SO FAR, SO I DON'T HAVE  
19 MUCH TO SAY. I AM FROM EAST SACRAMENTO, AND I DON'T  
20 WORK HERE. AT THE END, WE WOULD LIKE TO SUBMIT A  
21 COMMENT LETTER, AND I DON'T KNOW HOW MANY YOU WANT, BUT  
22 WE HAVE A LOT OF THEM.

23 THE WESTERN STATES RUN AND THE AMERICAN RIVER  
24 50 ARE SUBSTANTIALLY IN AGREEMENT WITH THE PROPOSAL,  
25 WITH SOME EXCEPTIONS. THE PROJECT WILL HAVE NO IMPACT

T-19.A

1 ON THE WESTERN STATES TRAIL. I BELIEVE IN THE PROPOSAL  
2 IT SAYS IT WILL, BUT OUR FEELING IS THAT'S PROBABLY IN  
3 ERROR, UNLESS YOU'RE DOING SOMETHING WE DON'T KNOW.

4 FROM -- BASICALLY THE WESTERN STATES TRAIL, FROM THE  
5 OVERLOOK EASTERLY TO NO-HANDS BRIDGE, SHOULD NOT BE  
6 IMPACTED, AND I THINK THE PROPOSAL SAYS THAT IT WILL.

7 THE PROJECT DOES PRODUCE TWO UNNECESSARY AND,  
8 IN OUR VIEW, AVOIDABLE IMPACTS. THE PROJECT WOULD  
9 SIGNIFICANTLY IMPACT THE AMERICAN RIVER 50. WESTERN  
10 STATES IS UNARGUABLY THE PREMIERE TRAIL IN THE WORLD.  
11 THE AMERICAN RIVER 50 IS ONE OF THE PREMIERE 50-MILE  
12 TRAIL RUNS. IT'S BEEN IN THE AUBURN AREA FOR 23  
13 CONSECUTIVE YEARS. THE AMERICAN RIVER 50 WOULD BE  
14 IMPACTED BY LIMITING ACCESS TO THE LAST THREE MILES OF  
15 THE COURSE. THE AR 50 IS AN OUTGROWTH OF THE WESTERN  
16 STATES ENDURANCE RUN AND SIGNIFICANT PART OF THAT EVENT  
17 AS WELL.

18 WE WOULD REQUEST USE OF THE EXISTING ACCESS  
19 ROAD ONE DAY PER YEAR DURING THE CONSTRUCTION PHASE AND  
20 PERHAPS ON INTO PERPETUITY WITH THE PARKING LOTS.

21 THE SECOND MAJOR IMPACT WOULD BE TO THE USE OF  
22 THE AUBURN TO COOL TRAIL, WHICH TRANSITS THE AREA OF THE  
23 COFFER DAM. THERE'S BEEN A SIGNIFICANT INCREASE IN THE  
24 USE OF THIS TRAIL BY RUNNERS, MOUNTAIN BIKERS, AND  
25 EQUESTRIAN. PERMANENT CLOSURE WOULD PRODUCE AN ADVERSE

- A. Please refer to Master Response 3.1.3, Recreation Trail Access During Construction and Master Response 3.1.1, Auburn-to-Cool Trail.

Project area trail use for the American River 50 running and equestrian events will be coordinated with the CDPR event coordination and Reclamation's construction contractor such that both events may occur, without interruption, even during project construction phases. Use of the trails in the project area, once construction is completed, would be coordinated with the CDPR event coordinator, as under current practices.

1 EFFECT FOR COMPETITION FROM THE OVERLOOK VIA NO-HANDS  
2 BRIDGE.

3 THE TRAIL IS JUST NOT DESIGNED FOR MOUNTAIN  
4 BIKES. THE AUBURN TO COOL TRAIL IMPACT COULD BE AVOIDED  
5 BY CONSTRUCTION OF AN EQUESTRIAN CYCLING BRIDGE AT THE  
6 PROJECT SITE. THERE WAS -- A SIMILAR BRIDGE WAS LOOKED  
7 AT IN 1992 AT RUCK-A-CHUCKY, AND THE PRICE IN 1992 WAS  
8 \$100,000, SO IT'S MORE THAN 5 OR 10,000. THIS IS  
9 SIGNIFICANTLY A WIDER AREA OF THE STREAM BED, AND SO THE  
10 COST COULD BE SIGNIFICANTLY MORE, BUT IT PROBABLY BEATS  
11 THE BARGE.

12 THANK YOU VERY MUCH.

13 MR. HALL: THANK YOU.

14 EMMETT, FOLLOWED BY KATHIE --

15 MR. CARTIER: HI, I'M EMMETT CARTIER. I LIVED  
16 IN AUBURN ABOUT 12 YEARS. NOW, I'M A FLAT-LANDER, AND I  
17 STILL USE THE AREA WITH MY FAMILY, AND I DO GUIDE IN THE  
18 MIDDLE FORK.

19 BASICALLY, I'D LIKE TO ADDRESS THE EIR IN  
20 TERMS OF THRESHOLD OF SIGNIFICANCE, WITH RESPECT TO  
21 CREEK CREATION, SUCH AS THERE SHOULD BE UNDER CEQA  
22 COMMUNITY STANDARDS APPLIED FOR DETERMINING A LEVEL OF  
23 SIGNIFICANCE, WHETHER IT'S BENEFICIAL, NOT SIGNIFICANT,  
24 OR SIGNIFICANT.

25 AND I THINK THE 1992 RECREATION PLAN FOR THE

- A. Typically, restoration or creation of a waterway that provides resources and habitat enhancement of fish and wildlife would be considered beneficial.

1 AUBURN CREEK RECREATION AREA SHOULD BE USED BECAUSE THAT  
2 FOLLOWED EACH TRAIL; EVERY ACCESS WAS SIGNIFICANT AND  
3 HIGHLY SIGNIFICANT, AND IT'S VERY IMPORTANT TO THE  
4 COMMUNITY.

5 AND THERE'S SORT OF CONFLICT BETWEEN BOATERS  
6 GOING DOWN THE RIVER AND USERS COMING ACROSS THE RIVER.  
7 WHEN YOU CLOSE THE TUNNEL, THEN YOU HAVE A TRAIL  
8 CLOSURE, AND THAT ELIMINATES LARGE PROPORTION OF  
9 RECREATIONAL USE OF THIS AREA.

10 SO, THAT'S A CONCERN. NEED TO RECONSIDER AND  
11 RESTATE THE SIGNIFICANCE OF RECREATION IN TERMS OF THE  
12 SEASONAL CLOSURES FROM 2002 TO 2004 FOR AN UNDETERMINED  
13 SIZE AREA THAT APPARENTLY INCLUDES THE WITHHOLD  
14 DRAINAGES OF KNICKERBACKER CREEK AND SALT CREEK UNDER  
15 THE PARKS AND RECREATION CLOSURE BORDER.

16 SO, THAT'S A LITTLE BIT EXCESS, BUT IT  
17 INCLUDES THE WHOLE OLMSTEAD LOOP AREA, AND THAT'S WHAT  
18 THE EIR SAYS, EXCEPT FOR DESIGNATED TRAILS. SO, THE EIR  
19 FURTHER CHARACTERIZED DESIGNED RECREATION FACILITIES,  
20 PARKING ACCESSIBILITIES, AND THE USE REGULATIONS AS PART  
21 OF THE EIR.

22 AND I'M CONCERNED ABOUT THE LOSS OF THE ONLY  
23 RAPID IN THIS AREA AT TAMAROO BAR. THAT'S A SIGNIFICANT  
24 IMPACT THAT SHOULD BE IDENTIFIED, EVEN IF IT'S BEING  
25 REPLACED WITH ANOTHER RAPID. AND WHETHER IT'S A CLASS 2

T-20.B

T-20.C

B. Please refer to Master Response 3.1.3, Recreation Trail Access During Construction.

C. Please refer to Master Response 3.1.7, Tamaroo Bar.

T-20.D

1 OR 3 IS IMPORTANT, BECAUSE SO FAR THIS IS A VERY EASY  
2 CLASS 2 FOR BEGINNERS AND PROBABLY THE EASIEST RUN IN  
3 THE FORKS OF THE AMERICAN RIVER, AND THAT'S VERY USEFUL  
4 FOR BEGINNER BOATERS IN THE COMMUNITY. AND EVEN WITH  
5 THE TUNNEL, IT'S A CLASS 1 TUNNEL.

6 GENERAL PLANS NEED TO LOOK AT THE LEVEL OF THE  
7 WATER SUPPLY IDENTIFIED BY PCWA, AND THAT SHOULD BE PART  
8 OF THE EVALUATION IN THE PLAN, NOT IN APPENDIX, BECAUSE  
9 THEY PROVIDE AN IMPACT. AUBURN-COOL TRAIL IS A  
10 TRANSPORTATION ROUTE, AS WELL AS A RECREATIONAL  
11 RESOURCE.

12 SOME ALTERNATIVES ARE, AS WE HEARD, A WIDE  
13 SECTION FOR WAITING FOR LOW FLOW, BUT THAT'S A SAFETY  
14 PROBLEM BECAUSE THE FLOW FLUCTUATES. HORSES AND BIKES  
15 GOING ACROSS, 800 TO A THOUSAND FEET PER SECOND ISN'T  
16 SAFE. THERE'S A BRIDGE ALTERNATIVE. THERE'S PLENTY OF  
17 DESIGNS, LIKE EVEN A REMOVABLE BRIDGE. I HAVE A LIST OF  
18 BRIDGE VENDORS. SOME OF THESE THINGS CAN BE TAKEN DOWN  
19 AND PUT UP IN AN HOUR. IT'S AN INSIGNIFICANT COST, BUT  
20 A SIGNIFICANT IMPACT TO CLOSE THE TRAILS.

21 I SUGGEST THAT STANDARDS APPLIED TO TRAIL  
22 MITIGATION WHERE THE USE IS DIVERTED TO OTHER TRAILS  
23 SHOULD FOLLOW ADA GUIDELINES FOR TRAILS. ADA DOESN'T  
24 COVER HIKING TRAILS, BUT THERE ARE GUIDELINES AND  
25 ADOPTED BY STATE PARKS.

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D. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.